

2018-2020 Local Safety Scheme (Route) Analysis

1	9	A34 Stratford Road bet Birmingham boundary & Marshall Lake Road	32	1	1	30	1	48	1	2	45	1	26975	1.89	↓	Heart of Shirley scheme completed in Spring 2014 which included significant highway improvements. 5 permanent vehicle activated signs installed between 2009 and 2012. Existing traffic calming through Shirley. Red route. Moderate rate per 100 m veh. km. Several clusters along this route identified and investigated by 2013-2014 Local Safety Scheme (Single Site) Analysis.	Improving Trend. Included in Solihull Road Safety Strategy (in middle term programme) for further review. Central gap closure of A34 Stratford Road by Stanway Road pursued in 2021/22. Average safety cameras proposed on A34 Stratford Road beside M42 motorway junction. The associated signing & speed reduction should impact on A34 route.
2	36	B4102 Marshall Lake Road/Blossomfield Road bet A34 Stratford Road & Streetsbrook Road	16	0	1	15	2	21	0	1	20	2	14936	5.25	↓	Walking and Cycling Scheme 2011-2012 (signal changes and pedestrian facilities at Widney Lane junction) implemented in 2011. Safety camera installed on Blossomfield Road in 2009. Clusters identified and investigated by 2013-2014 Local Safety Scheme (Single Site) Analysis. New traffic signals installed at Blossomfield Road/Dingle Lane junction in 2016/17.	Improving Trend. Continue to Monitor.
3	57	A452 Collector Road bet Water Orton Road & Birmingham Road	8	2	0	6	13	19	2	0	17	3	13326	4.84	↓	3 collisions occurred whilst motorists were turning utilising gaps in the central reservation.	Investigate utilising HS2 RSF for introducing safety cameras & investigating the possibility of central gap closures.
4	71	Damson Parkway/Damson Lane bet A45 & Yew Tree Lane	13	0	3	10	3	19	0	3	16	4	5531	2.76	↓	Major Highway Improvement as part of development of JLR undertaken during 2021/22.	Improving Trend. Use the Stage 4 RSA to determine the effects of the recent changes to the road layout. The developer can then be required to undertake further improvements if it is determined there is a post scheme collision history.
5	3	A41 Warwick Road bet Seven Star Road & boundary	13	0	2	11	4	18	0	2	16	5	19724	2.55	↓	No determinable pattern to the incidents which have occurred.	Improving Trend. Continue to Monitor.
6	41	B4025 Streetsbrook Road bet Lode Lane & boundary	13	0	0	13	6	18	0	0	18	6	14676	1.96	↓	No determinable pattern to the incidents which have occurred.	Improving Trend. Continue to Monitor.
7	39	B425 Lode Lane bet Dove House Lane & Seven Star Road	10	0	1	9	10	17	0	2	15	7	16384	2.94	↑	Average speed cameras & bus lane scheme introduced during 2016/17. No determinable pattern to the incidents which have occurred.	Only a very marginal increase on previous review (a single casualty). This could be attributable to statistical variation. Continue to monitor over a longer term period.
8	23	B4114 Chester Road bet Bradford Road & Cooks Lane	13	0	1	12	5	15	0	1	14	8	13121	2.33	↓	Local safety scheme undertaken previously at Chester Road/Hurst Lane. 3 incidents have occurred in proximity to this junction in latest 3 year period.	Improving Trend. Continue to Monitor.
9	4	A41 Seven Star Road/Solihull Bypass bet A41 Warwick Road & Hampton Lane	10	0	1	9	10	13	0	1	12	9	13695	5.97	↓	4 Incidents occurred at Seven Star Road/Lode Lane. 3 Incidents occurred at A41 Solihull By-pass/Hampton Lane.	Recent collision history shows a substantial improvement on previous two year Borough analysis. Continue to monitor.
9	22	B4114 Bradford Road bet boundary & Chester Road	5	0	1	4	30	13	0	1	12	9	12265	1.97	↑	Safety camera installed in 2008. Main SpeedVisor campaign carried out as of April 2012. Existing pelican crossing facilities at or near to most junctions. Pedestrian refuges along entire length. Average speed camera installed on Bradford Road in 2016/17. No pattern to identifiable pattern in incidents.	Only a very marginal increase on previous review (a single casualty). This could be attributable to statistical variation. Continue to monitor over a longer term period.
9	58	Green Lane/Auckland Drive/Windward Way	11	0	1	10	7	13	0	1	12	9	4691	4.47	↓	No identifiable pattern in incidents.	Recent collision history shows a substantial improvement on previous two year Borough analysis. Continue to monitor.
9	63	Coleshill Heath Road bet Chester Road & Bickenhill Parkway	8	0	1	7	14	13	0	1	12	9	8349	2.76	↓	Traffic calming scheme introduced in 2021/22. No identifiable pattern to incidents.	Improving Trend. Continue to Monitor.
9	70	Damson Parkway bet Damson Lane & Yew Tree Lane	8	0	1	7	14	13	0	1	12	9	6979	11.77	↓	No identifiable pattern in incidents.	Improving Trend. Continue to Monitor.

KEY:

	Potential 2022-2023 schemes/minor works.
	Activity recently or due to be carried out (see comments.)
	Not considered to be a viable option at this time post analysis and/or site visit (see comments.)
	Ranked outside top 30 - no further analysis carried out this year.

